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 SECURITY INFORMATION
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 INFORMATION FROM
 FOREIGN DOCUMENTS OR RADIO BROADCASTS

REPORT

CD NO.

COUNTRY Bulgaria
 SUBJECT Economic - Agriculture, MTS
 HOW PUBLISHED Thrice-monthly? periodical
 WHERE PUBLISHED Sofia
 DATE PUBLISHED Dec 1951
 LANGUAGE Bulgarian

DATE OF INFORMATION 1951

DATE DIST. 4 Nov 1952

NO. OF PAGES 2

SUPPLEMENT TO REPORT NO.

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SOURCE Naruchnik na Agitatora.CRITICISM OF BULGARIAN MTS

The following information is taken from Naruchnik na Agitatora, a periodical for agitators similar to the Soviet publication Bloknot Agitatora, and published by the Propaganda and Agitation Department of the Central Committee of the Bulgarian Communist Party and by the Department for Political Education and Cultural Activity of the Fatherland Front. It reveals that certain MTS have done extremely poor in repairing agricultural machinery.

All MTS and repair stations in Tolbukhin, Pleven, Nova Zagora, and in the village of Brusartsi, Lom Okoliya, are preparing to examine several thousand tractors, of which several hundred are DT-54, KD-35, and C-80 diesel tractors and several thousand are threshers.

In the MTS in Burgas Okrug, the fourth-quarter plan for repairs on caterpillar tractors was fulfilled only 6.6 percent for necessary repairs and 5.8 percent for complete overhauling. The plan for overhauling other tractors, threshers, and machines was also unfulfilled.

The Pleven MTS has fulfilled its plan for repairing caterpillar tractors only 12.9 percent, and for the remaining machines, 11.1 percent.

For Bulgaria in general, the plan for repairing caterpillar tractors was fulfilled 23.7 percent; for tractors with medium wheels, 37.7 percent; for tractors with light wheels, 29.2 percent; for threshers, 32.5 percent; for steam tractors, 33.4 percent; and for combines, 50.9 percent. The plan for machine attachments was fulfilled as follows: for plows, 26.6 percent; for grain drills, 22.9 percent; and for cultivators, 20.4 percent.

The MTS in Kolarovgrad Okrug, which fulfilled their plan for field work, fulfilled their fourth-quarter plan for repairs as follows: caterpillar tractors, 37.5 percent; tractors with medium wheels 48.4 percent tractors with light wheels, 50 percent; and threshers, 63.8 percent.

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The MTS in Kavarna, up to 25 November 1951, had repaired only nine tractors instead of the planned 15 and 20 threshers instead of 24.

Iliya Manolov Iliev of the Provadiya MTS organized the work of repairing the machines in a way that all MTS should study and imitate.

The combine and tractor drivers in the Kolarovgrad, Kavarna, and Karnobat MTS have excelled in their work.

Special attention should be given by factories supplying spare parts to sufficient production of wrist pins, pistons, and other parts for the DT-54 tractors from the "Anton Ivanov" and No 12 factories.

Other metal factories should follow the example of those in Stalin and Ruse, which helped the MTS a great deal during the past year.

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